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A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS,

Hongkong, 31st July, 1907.

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NOTICE TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 31ST, 1907.

As is Japan in Korea, so is China in Tibet. With some slight modifications, this assertion is warrantable. The chief qualification of it would be that China has done less than Japan in the interests of her suzerainty—China has, so to speak, had greatness thrust upon her, while Japan has deserved it. The relations in both cases are far from dissimilar.

The Tibetans have no more affection for the Chinese than the Koreans have for the Japanese; but they have no Huberts among them to warn the world of the threatened extinction of a sovereign people and to protest in the holy name of Liberty. Little as China has ever done to earn the overlordship she claims, which claims, from our point of view, were too respectfully regarded by Great Britain during the events leading up to the Convention of 1904, we are informed that there is a section of Chinese officialdom which regards Tibet as a white elephant. Probably because they get nothing out of such far away dependency, they begrudge the comparatively small allocations made from time to time by the Chinese Government, and their idea—openly memorialized—is to sell China's interest in Tibet to the Indian Government. At present this un-imperial attitude cannot be said to have made any headway. The Chinese garrison in Tibet, as already reported, is being strengthened. Arrangements are being made to give military training to young Tibetans—another nightmare for the yellow peril folk; and three million taels per annum are set aside for the purpose of "colonizing" Tibet with

Colonel Marzo, proposing the toast of the French President at the banquet given by Boulogne to the band of the Coldstream Guards, said:—"Confucius, the author of the 'Maxims of War,' which even to this day form part of the regulations of the Chinese army, puts his first maxim in these terms: 'You should diffuse in the camp of your enemy the most beautiful musical sounds in order to soften his heart.' This is a very pleasant way of winning a battle, and it may be hoped that the sweet accents of the bands of the Garde Républicaine and the Coldstream Guards playing together will have the effect of softening the hearts of their enemies. Perhaps the mayor will submit this pacific solution of so many European difficulties to the Hague Conference."

A rustic was struck in the eye accidentally, by a golf ball, during a match at St. Andrews. Running up to his assailant he yelled, the "Tatler," says, "This'll cost ye five pounds—five pounds!" "But I called out 'fore as loudly as I could," explained the golfer. "Did ye, sir?" replied the troubled one, much appalled. "Well, I didn't hear; I'll take 'em."

Chinese farmers. These settlers are to be conveyed at Government expense, and a few have already gone, and it is understood that while they are undergoing the hardships of establishing themselves in new surroundings, they are to be assisted by subsidies from the fund referred to. It is quite possible that this unusual interest and apparent earnestness of effort was connected with Peking's wish to send Viceroy Shum to the border provinces. Next year it is expected that the indemnity to Great Britain will have been discharged, and the British occupation have come to an end, and Peking has perhaps been considering subsequent responsibilities and possibilities. At present its efforts have not been welcomed any more cheerfully than have Japanese efforts in Korea. In fact, the comparison gives the Japanese some advantage. Japanese colonists have been fair; their enthusiasm has occasionally proved embarrassing to the T'kyo authorities. Chinese colonists see things differently. Removal to such unwholesome scenes, even when their present environment is an unprofitable one, has no attraction for them. They receive the official proposals with more than suspicion. The grants of money promised would stick; they fear, to the hands of the distributing officials; and they ought to know what is likely. Meanwhile, the Russian bogie having dwindled to less threatening proportions, the Indian Government cares less about Tibet. The amount of British trade does not seem worth troubling about. The British trade representative has a fairly easy time at Gyangtze. SVEN HEDIN and others have talked of the immense mineral possibilities of Tibet, but if the Chinese can inue paramount, it will be a long time before we hear of any serious exploitation. When the Chinese have repeated their former failures in that part of Asia, as they almost certainly will, there may be some awakening of interest in India and Great Britain, and the proposals of the section of Chinese officials who would prefer, for a consideration, a policy of *laissez faire*, may become more important to us.

The plague total at date is 201 cases; there was one yesterday.

The English Mail of the 29th June was delivered in London on the 29th instant.

M. Wallenberg, Swedish Minister in Tokyo has been appointed also Minister in Peking.

The steamer Homer, from the Pribilof Islands, reports the capture of twenty-nine Japanese sea-poachers at St. Paul Island, in the Pribilof group, by the United States revenue cutter Perry.

The delegates of a South American Republic attending The Hague Peace Congress are humorously reported to have advised their Government to withdraw from the Conference and build a battleship instead, as costing less than the hotel charges at The Hague.

Discovered at the old practice of stealing lead, two coolies were yesterday sentenced by Mr. Hazland to three weeks' hard labour and six hours' stocks. They had stripped the lead from Messrs. Jardine Matheson's sugar refinery at East Point.

Two coolies, who attempted to obtain a free passage from Canton to Hongkong on board the *Falshan*, were discovered hidden among the vegetables, and on being brought before Mr. Hazland at the Magistracy yesterday were sentenced to one month's imprisonment.

Yesterday Mr. H. H. J. Gompertz, sitting at the Magistracy, passed sentence of three months' hard labour and six hours' stocks on a Chinaman for stealing a gold watch and chain valued \$120 from Edward Kennedy, a passenger on board the *Fookang*. Prisoner had entered complainant's cabin while he was asleep.

The records of the Fifth Triennial meeting of the Educational Association of China, which was held at Shanghai in May 1905, now make their belated appearance. The publication is full of interest to those in sympathy with missionary work, and some of the addresses and papers given at the Convention are well worth perusal. Along with the above volume comes the Educational Directory for China a publication which represents an effort to bring the information concerning educational work in China up to date. It has been compiled and edited by Nathaniel Giat Gee, M.A., Scotchow University.

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TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

NAVAL GUNNERY.

LONDON, July 30th.
The China Squadron has won the Gunlayers' test.

MERCANTILE MARINE
APPEAL CASE.

LONDON, July 30th.
The House of Lords has given judgment in favour of the seamen of the s.s. *Franklyn*.

A NOTABLE MEETING.

LONDON, July 30th.
The Tsar and the Kaiser meet at Swinemunde on Saturday.

[REUTER'S SERVICE.]

DESTROYER IN COLLISION.

LONDON, July 28th.
The Destroyer *Waverley* has been rather badly damaged in collision of Beachy Head during night manoeuvres in connection with the mobilization of the Home Fleet.

BRITISH ARMY REFORM.

LONDON, July 28th.
A Committee of enquiry, including many Labour Members of Parliament, will go to Switzerland in September to study the working of the military system in relation to employment and industrial conditions.

THE CHINESE IN THE TRANSVAAL.

LONDON, July 28th.
The Chinese coolies in a number of the Rand mines have petitioned against being repatriated, pointing out that their contracts entitle them to a renewal of their engagements.

THE PEKING TO PARIS MOTOR RACE.

LONDON, July 28th.
Prince Borghese took 47 days to accomplish his journey from Peking to Moscow. The Italian colony in Moscow are fitting the Prince.

MILITARY BALLOON ACCIDENT.

LONDON, July 28th.
A Spanish balloon, with military engineers was blown out to sea yesterday, and disappeared. The survivors were subsequently picked up near the Balearic Islands. This is the fourth accident of the kind in Europe in the last few weeks.

COUNTY CRICKET.

LONDON, July 28th.
Up to date the County Championship stands:—Nottingham wins 10, lost 0, drawn 3. Middlesex, wins 4, lost 1, drawn 5. Yorkshire, wins 7, lost 2, drawn 7.

THE JAPANESE CRUISERS IN FRANCE.

LONDON, July 28th.
Admiral Ijima and his fellow officers have left Paris for Brest, after several days exchange of courtesies.

THE SOAP MAKERS AND THE ASSOCIATED PRES.

LONDON, July 28th.
Messrs. Watson & Sons, Soapmakers of Leeds, announce that their libel action against the Associated Newspapers have been settled. They receive the heaviest damages, and a member of the firm informed the *Daily Chronicle* that they exceed those of Messrs. Lever & Bros by £50,000. The Associated papers also publish apologies.

CONEY ISLAND BURNED.

LONDON, July 28th.
One third of Coney Island, New York's famous play ground, has been entirely burned. The occupants of twenty hotels escaped in their night clothes. Twenty-seven firemen were injured.

THE GERMAN EMPEROR.

LONDON, July 28th.
A VISIT TO WINDSOR.
It may now be considered as certain as anything in the region of international politics can be that the German Emperor will pay a visit to England in the course of the coming autumn. The report that His Majesty received an invitation from King Edward some days ago was perfectly correct. It is also the case that the British Sovereign's letter to his Imperial nephew was couched in terms of marked cordiality. The statement that the Emperor was asked to participate in the events of Cowes week was, however, beside the mark, as the invitation was a sojourn at Windsor Castle, and he month mentioned was November.

CORRESPONDENCE.

SUBSIDARY COINS.

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—Is it not a fact that subsidiary coins have superseded the Dollar in all transactions and are nowadays not what they were intended to be when issued, change only? Is it not a fact that the retail prices of many commodities are not fixed on a dollar basis but according to the market value of the small silver coins? It could hardly be otherwise. I think every shopkeeper should allow his customers a discount on their purchases, say, 8 to 9 per cent, if they pay in Dollars and not in small silver. This would prevent the consumer from changing his dollars into small silver, and would give the shopkeeper an extra profit now made by the Bank when buying back the subsidiary coins. It should also tend to drive many of the latter out of circulation.—Yours truly,

CONSUMER.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

The report for presentation to the shareholders at the eleventh ordinary annual meeting to be held at the Office of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on Thursday, August 8th, is as follows:

The General Managers have now the pleasure to lay before the Shareholders the accompanying Statement of Accounts for the year ended 31st May, 1907.

AC COUNTS.

The Balance at the Credit of Profit and Loss Account, after writing off of \$3,100.14 for depreciation and including \$752.11 brought forward from last year, is \$23,260.41 which it is proposed to appropriate as follows:

To place to reserve fund	\$10,000.00
To pay a dividend of 15 per cent on ordinary shares	5,200.00
To General Managers remuneration	2,000.00
To pay a further dividend of 5 per cent on ordinary shares	1,939.00
To pay \$19.80 per share on 100 founders' shares	1,980.00
To carry forward to new account	323.60

\$23,260.41

AUDITOR.

The accounts now presented have been audited by Mr. F. Maidstone in the absence of Mr. W. H. Potts. Mr. W. H. Potts offers himself for re-election.

DODWELL & CO., LTD.,
General Managers.

Hongkong, 29th July, 1907.

BALANCE SHEET 31st May, 1907.

To capital 9,900 ordinary shares of \$10, of which \$1 per share paid	98,000.00
100 founders' shares of \$10 fully paid	1,000.00
Total Capital	\$122,900.00
By reserve fund	25,000.00
To sundry creditors	32,983.71
To undrawn dividends	1,129.90
To profit and loss account balance	23,260.41
Total Assets	\$122,900.02

By launches	4,882.80
Less written off	16,244.85
Total Liabilities	\$12,364.82
By furniture and fittings	1,901.49
Less written off	700.70
Total Assets	\$12,294.69
By value of material on hand in Hongkong, Singapore, and elsewhere	71,623.42
By unexpired portion of Insurance Policies	618.03
By sundry debtors	31,296.65
By cash with bankers	1,136.05
By cash in hand	22.95
Total Assets	\$122,900.02

To bad debts	94.19
To auditor's fee	100.10
To depreciation for year ending 31st May	3,100.47
Total balance	\$23,260.41
By balance from last account	22,559.65
By transfer fees	752.11
By interest	130.33
By profit on trading	23,072.18
Total Assets	\$23,260.45

\$23,260.45

GENERAL CHARGED.

a prolonged examination of the cases would have been necessary in order to see whether the defendant's argument took his case out of the authorities. But the question is really narrowed to this: are there any facts in this case which take it out of the application of the Privy Council's decision in "Lodder v. Slowey"?

I must first however refer to "Ranger v. Great Western Railway" where this claim of the plaintiff was put forward as a plea in a bill in equity. There had been an alleged wrongful detention of the contractor as in this case; and he sought "to pass by the contract altogether, and in respect of the tortious possession to disown or set aside the contract and to obtain the benefit of a quantum meruit, as if there had been no contract." Lord Brongham said "This is what we cannot do and what the Court of Chancery could not do: the appellant must be left on that ground to his action at law." The Lord Chancellor's judgment however seems to go much further for to define what the appellants' legal rights were in the same way as the learned Counsel for the defendants in this case. It is worthy of remark that neither "Cutter v. Powell" nor any of the cases then decided upon the strength of the doctrine now in question were cited in the argument in the House of Lords, in Ranger's case.

The court of Appeal in New Zealand, from whose decision the appeal came in "Lodder v. Slowey," thought that all that had been decided in Ranger's case was that the appellant had no claim to equitable relief. The agreement of the Privy Council with the conclusion of the Court of Appeal must include this or more would have been said about it for it was practically passed by the decision of the House of Lords; and further they adopted the principles deduced from "Cutter v. Powell," in Smith's Leading Cases, and I think the Privy Council agreed with this too: for the conclusion with which the Privy Council agreed begins with "accordingly."

I must take it therefore that the doctrine for which the plaintiff contends, based on the notes to "Cutter v. Powell," has received the approval of the Privy Council, and the only thing which remains for me to do is to see whether there are any circumstances which differentiate this case from the facts in "Lodder v. Slowey." Mr. Pollock in order to show the difference between that case and this, dwelt on the fact that the jury had found that the principals themselves were responsible for the lack of expedition which was the reason for the plaintiff's wrongful ejection: that they had unreasonably put forward as the ground for turning the plaintiff off, his lack of expedition: and that the case turned not on the actual fact of turning off, but on the case alleged for the turning off. The case requires very careful reading on account of the confusion of the parties: the Borough Council and the appellants collectively, and Ward stand in the place of the defendants, and Mr. Dauby, the respondent is of course the plaintiff in this case. Lord Davy says at the end of the judgment "a party to a contract for execution of works cannot justify the exercise of a power of re-entry and seizure of the works in progress when the alleged default or delay of the contractor has been brought about by the acts or default of the party himself or his agent ("Robert v. Bury," Improvement commissioners). That is to say what the party to the contract in that case did was wrong, and as it amounted to an improper seizure of the works, that is to say to a wrongful termination of the contract; the measure of damages, or (more accurately) the right of the respondent was to treat the contract as at an end, sue for work and labour done, instead of suing for damages for breach of contract—the doctrine which has been reared on the decision of "Cutter v. Powell."

Here there has been a finding that the termination of the contract for quite other reasons than in the New Zealand case was wrongful, but the measure of the damages, or (more accurately) the right of the respondent with regard to the contract must be the same, for according to that decision that is the full extent of the remedy for a wrongful termination of the contract. I am therefore of opinion that the letter from plaintiff to defendants of 7th February was in fact written in the exercise of the option which the wrongful act of the defendants by their agents gave him, either to treat the contract as an end and sue on a quantum meruit, or to sue for damages for breach of the contract, in favour of the first alternative.

I must therefore answer the question in the special case in the following way:

The letter of the plaintiff's solicitor to the defendants of the 7th February 1907 had the effect of rescinding the contract between the plaintiffs and defendants referred to in that letter as from the date of such contract.

If the plaintiff does not succeed on the quantum meruit then this special case need not have been argued. The costs of this special case must therefore abide the event and the costs in the cause.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHER).

AN ABREUDEEN REFORMER.

Action was brought by Cheung Chan, trading as the Kwong Wo firm, grocer, to recover the sum of \$37.78 from the Wing Fat firm and Li Ping-nam and others, partners in the said firm, due for goods sold and delivered.

Mr. R. Harding appeared for the plaintiffs, Mr. P. W. Goldring (Messrs. Goldring and Harlow) for the first defendant, and Mr. F. X. d'Almeida e Castro for the third.

Plaintiff told the Court he kept a grocery shop at Aberdeen. In the fourth month of this year the defendants were introduced to him by a man who said they had a contract to build a retaining wall and asked him to supply

them with provision, on credit. Plaintiff agreed and gave the defendants pass books, in which were entered the provisions supplied. When the amount owing amounted to \$77.78 plaintiff applied for payment and received \$20 on account. Later he made application for another payment and was informed by his debtors that if he bothered them further they would add a beating to the next payment.

Plaintiff was questioned by the Court regarding certain entries in his books, and when he had explained his method of book-keeping.

His Lordship remarked pithily the last half of his books in the ordinary Chinese way, the latter half he kept in the English fashion.

Plaintiff said it was because there were so many customers that he had resorted to the foreign style of keeping his books.

The first defendant, Li Ping-nam, claimed to be the owner of the Wing Fat firm, in which there were no other partners. He had had no dealings with plaintiff.

After hearing further evidence his Lordship allowed judgment and costs against the defendant firm and Li Ping-nam, and judgment for the third and fourth defendants.

AN ACTION WITHDRAWN.

Two of the defendants in the previous suit, Li Ki and U Haug, brought action against the former plaintiff claiming \$500 for wrongful arrest.

Inspector Dymond was called and stated that he sent for the plaintiff in this action, but at no time were they under arrest.

Mr. Almads, who appeared for them, here intimated that he was wished to withdraw, and plaintiffs were called up and asked if they wished to proceed. They did, but on his Lordship informing them that it would mean more costs against them, and immediate execution, they decided to let the matter drop.

AN OCEAN TRAGEDY.

When the coolie ship *Heliopolis* left Durban she had on board some 1000 Chinese of different classes who had earned more money in the South African mines in a few years than they might have saved in a lifetime in China. To while away the dreary days of the passage home these men turned to their national pastime—gambling, and strange to say the losers did not bear their losses with the equanimity generally associated with the Chinese gambler. The majority of the Chinese on board were northerners, there being only a small number of Cantonese. As it happened, luck in the game of chance went against the men from the north, and they promptly accused the Cantonese of cheating. The accusation, naturally, was resented, the upshot being a serious faction fight in which three coolies were killed and many injured. The Cantonese began the attack, a northerner being heavily thrown to the deck and seriously injured. Then, to the consternation of the officers of the ship, who were attracted on deck by the noise, a mass of northerns men charged the Cantonese, a number on both sides being armed with knives. There was soon a fracas on board such as has not probably been witnessed since the old pirate days, and the desperate Chinese could only be dispersed when they found that the ship's officers, who covered them with revolvers, meant business. The wounded were then cared for by the doctor on board, and the ship arrived here on schedule time, a sharp lookout being kept for the remainder of the voyage to prevent further disturbances. The affair was reported to the Harbo or Authorities at Hongkong.

ELECTRIC LINE ON FIRE.

TERIFYING STREET SCENE.

A terrifying spectacle demonstrated to New Yorkers on June 22nd the possibilities of destruction inherent in high-power currents for running electric trains. Fox some cause not yet explained, the current which drives the New York Central and Hudson River line short-circuited on the viaduct at 125th-street, charging the steel beams and columns of the elevated railway over a distance of half a mile with electricity enough to kill anyone coming in contact with them.

The catastrophe started with a dazzling report, like that of a cannon. Gigantic flames leapt from the cable, darting upward and downward with lightning rapidity in each direction for the length of two streets, displaying in blinding flashes all the colours of the rainbow. A moment later streams of molten copper and iron poured down into the streets; heavy iron pipes, wires, and steel melted into a white-hot fluid, as if made of wax.

For half an hour the demoniac current raged unchecked, baptizing the pavements with liquid metal, and all the while a rapid succession of explosions, resembling the roar of a gatling gun, caused frenzied excitement. Panicstricken women shrieked and fainted; horses became utterly uncontrollable, while the firemen stared helplessly, not daring to use their hoses lest the water should set as a conductor and cause them to be electrocuted. The stream of molten metal in the streets grew in volume, lighting the whols: streets with a weird, terrifying glow.

When at length the current was turned off, as by magic the explosions ceased, the flames disappeared, and the glowing metal became dull.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 30th at 12.05 p.m.—Barometric changes are slight.

Pressure is highest over the Pacific to the S. of Japan. It is still low over the Lower Yangtze.

Light to moderate S.E. and S. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

S.E. winds, Hongkong & Neighbourhood light to moderate; showery.

Formosa Channel Sameas No. 1.

South coast of China between Same as No. 1.

Hongkong and Lamcks Sameas No. 1.

South coast of China between Sameas No. 1.

Hongkong and Hainan Sameas No. 1.

PEACE CONFERENCE.

BELIGERENT MERCHANT SHIPPING.
The Times' special correspondent at the Hague wrote on June 28.

The proceedings of the fourth committee this afternoon were of greater interest than anything which has yet taken place at the Conference. Their main features were an eloquent speech by Mr. Choate, first American delegate and president of the whole Conference, who made a point of attending the committee. Mr. Choate's speech was on the question of the capture of the mercantile shipping of belligerents and in support of the official American proposal to the effect that "private property of all the signatory Powers except contraband of war will be exempt from the sea from capture or seizure by the armed vessels or military forces of the aforesaid Powers." Provided always this ordinance in no wise implies the inviolability of ships which attempt to enter ports blockaded by the naval forces of the Powers or the inviolability of the cargoes of these vessels." The Conference of 1899, after a speech from Mr. A. D. White, then first American delegate, in support of a similar motion, expressed the pious "wish" that the proposal should be handed on for examination by a future Conference.

As president of the committee M. de Martens observed to-day that the last Conference did not find the question ripe enough for decision. Mr. Choate, who largely reproduced Mr. White's reasoning and his appeals to humanity at the first Congress, was preceded by Mr. Ray Barbera, plenipotentiary of Brazil, who as the representative of the most conservative South American State, gave a pan-American support to the United States motion.

Mr. Choate's speech recapitulated the official American attitude from the time of Benjamin Franklin. Dealing with the British attitude, he enumerated the views of eminent Englishmen, but unintentionally seemed to miss the point of John Stuart Mill's statements since Mill only criticized the British adhesion to the Declaration of Paris in 1858 on prize-taking, and argued that the logical consequence was the abolition of capture. Referring to Lord Palmerston's view, Mr. Choate admitted that they had changed between his favorable view to the Manchester Chamber of Commerce and his reply to Cobden in the House of Commons.

After urging that neutrals had the greatest interest in having naval operations confined to proper limits, Mr. Choate maintained that just as prize-taking formerly more and more lost its significance in consequence of technical progress, so nowadays it could be said regarding the right of capture that "the game was not worth the candle." Finally, he intimated that Mr. Roosevelt attached such importance to the subject that he desired to elicit a vote of the Conference on the American proposal.

The chairman of the committee, M. de Martens, seemed about to put the proposal to the vote, when M. Nishidoff, first Russian delegate and president of the whole Conference, intervened with a weighty speech. He said that he was touched by the American delegate's humanitarian sentiment, but could not help thinking that there was another side to the subject. The question must be considered in all its bearings, and one of these was that the mercantile world's dread of great pecuniary losses was one of the strongest deterrents of war. The fall in stocks caused by war or the prospect of war was the clearest evidence of this. Commerce was more and more becoming an authoritative factor in international relations, and in view of the considerations he had just submitted he thought that the committee ought to reflect before voting on this important subject.

After Count Tornielli had called attention to the Italian attitude, which had always been favourable to the American proposal, it was agreed to postpone further discussion till next Wednesday.

TRANSFORMATION OF MERCANTILE VESSELS.

The committee had previously been engaged in a discussion of points one and two of the questionnaire drawn up by M. de Martens, question one being whether "practise" and legislation allowed belligerent States to transform mercantile vessels into vessels of war. The second question on M. de Martens' list asks what legal conditions ought to be observed by belligerents in case of the transformation of the vessels of their mercantile marine into war vessels. A proposal regarding procedure in such transformations was submitted by Mr. Keroku Taudzuki, first delegate of Japan. The naval delegate of Holland, Admiral Roell, recalled the declaration on the subject made by Holla in fixing the conditions of transformation in the law of the year 1898. Count Tornielli (Italy) also presented a proposal. It was generally agreed that the right of transformation was unquestionable and no one spoke against the principle. As Sir Edward Fry observed, the only question was the conditions of transformation.

PRIZE COURT PROPOSALS.

The following questions have been submitted to the sub-committee dealing with the British and German proposals for an international Prize Court of appeal. The questionnaire, as already stated, was drawn up by M. de Martens, question one being whether "practise" and legislation allowed belligerent States to transform mercantile vessels into vessels of war. The second question on M. de Martens' list asks what legal conditions ought to be observed by belligerents in case of the transformation of the vessels of their mercantile marine into war vessels. A proposal regarding procedure in such transformations was submitted by Mr. Keroku Taudzuki, first delegate of Japan. The naval delegate of Holland, Admiral Roell, recalled the declaration on the subject made by Holla in fixing the conditions of transformation in the law of the year 1898. Count Tornielli (Italy) also presented a proposal.

(1) Is it advisable to institute an international prize court of appeal?

(2) Shall the Court only decide cases between the belligerent State which has captured the prize and the State which makes a claim for its subjects who have sustained damage, or can it be seized of the case directly by parties who assert that they have been damaged?

(3) Is the Court to take cognisance of all cases of prize, or only of cases in which the interests of neutral Governments or of neutral private persons are concerned?

(4) Where shall the International Prize Court intervene? Shall it be seized of the cases from the date when the national tribunals of first instance shall have given their verdict on the validity of the capture, or must it wait until the final verdict shall have been pronounced in the country of the captor?

(5) Shall the International Court be a permanent institution, or is it only to be constituted on every occasion of the outbreak of war?

(6) Permanent, or temporary, of what elements is it to be composed? Is it to consist only of legal experts (j. j. j. s.) nominated by the nations who have a mercantile marine of definite strength, or is it to be composed of admirals and lawyers who are members of The Hague permanent Court of Arbitration, and are nominated by the belligerents and by some of the neutral Powers? Will it be advisable to exclude Judges of the nationality of the parties interested in any given case in dispute?

(7) What legal principles should be applied by the high international Court?

(8) Will it be expedient to regulate the order and mode of taking sentence before the Court?

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellon's Crème Charnante, Latif Charnante and Special Skin Tonic and Poudre Charnante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellon's Crème Charnante, Latif Charnante and Special Skin Tonic and Poudre Charnante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

We have authorized Mr. MICHAEL JEBSEN to sign our Firm for Procurement, JEBSEN & CO., Hongkong, 31st July, 1907. 1279

PRELIMINARY ANNOUNCEMENT.

By Order of the Executors of the late EDMUND SHARP, Esq., deceased.

NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserves. Offering Good Investments in a Good Locality.

PUBLIC AUCTION

A Large and Valuable LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong and being parts of Inland Lots 679 and 717 wherein are situated the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 118, 121, 123, 125 and 127 STREET;

AND Nos. 1, 2, 3, 4, 5, 6, 7, 8, FUK SAU LANE; to be sold by

PUBLIC AUCTION, in lots or otherwise, as the Auctioneer shall declare on

MONDAY,

the 19th day of August, 1907, at 3 o'clock P.M. at his Sales Rooms, in Duddell Street

by Mr. GEO. P. LAMMERT, Auctioneer. A Sale Plan may be seen at the Office of the Vendor's Solicitors.

Further and full particulars will be advertised shortly and may be obtained from the Auctioneer or from

Messrs. JOHNSTON STOKES & MASTER, 8, Des Voeux Road Central, Vendor's Solicitors. Hongkong, 31st July, 1907. 1281



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BEZIRKS, RED SEA, EGYPT, S. ARABIA, TURKEY, VENICE AND ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA" Captain Bill will be despatched as above on or about the 30th August.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor.

For information as to Passages and Freight, apply to

SANDER, WIELER & CO.

Agents.

Prince's Buildings.

Hongkong, 31st July, 1907. 3

NORDDEUTSCHER LLOYD, BREVEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REJENT LUITPOLD," having arrived, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 30th inst., at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 9.30 A.M.

All Claims must reach us before the 10th August, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

Agents.

Hongkong, 30th July, 1907. 5

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"HAB BURG," Captain Filler, having arrived Consignees of Goods are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY.

Any cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All claims must be presented within ten days of the steamer's arrival hereafter which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th August at 3 P.M.

No fire insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 30th July, 1907. 1278

NEW ADVERTISEMENT

A LING & CO., 19, QUEEN'S ROAD CENTRAL (Next to Messrs. KUHN & KOMO).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. 778-1280



THEATRE ROYAL, HONGKONG.

FOR A SHORT SEASON ONLY.

COMMENCING: TO NIGHT (WEDNESDAY), JULY 31ST.

TO-NIGHT (WEDNESDAY), JULY 31ST.

For the First Time in Hongkong,

The rage of the last London Season,

"THE BELIEVE OF MAYFAIR,"

which ran for 3 years at the Vaudeville Theatre London.

TO MORROW (THURSDAY), AUGUST 1ST:

For the First Time in Hongkong,

The Great Burmese Musical Comedy,

"THE BLUE MOON,"

as played for 3 years at the Lyric Theatre London.

FRIDAY, August 2:

For the First Time in Hongkong,

The Brilliant Musical Comedy,

"THE GIRL BEHIND THE COUNTER,"

which ran 1,000 nights at Wyndham's Theatre London.

SATURDAY, August 3:

Leslie Stowe's Masterpiece,

"FLORODORA."

MONDAY, August 5:

The So charmingly Funny Musical Comedy,

"THE EARL AND THE GIRL."

TUESDAY, August 6:

For the First Time in Hongkong,

The Great Japanese Comic Opera,

"THE WHITE CHEYNSHEMUM."

WEDNESDAY, August 7:

Farewell Performance.

The Brilliantly Successful Musical Comedy

"A CHINESE HONEYMOON,"

which ran for 3 years at the Strand Theatre London.

PRICES OF ADMISSION: \$3, \$2 and \$1.

Seats now on Sale at S. MOUTBIE AND COMPANY, LIMITED.

Commencing at 9 P.M. sharp.

Hongkong, 24th July, 1907. 1247

PUBLIC COMPANIES

THE HONGKONG ICE COMPANY, LIMITED.

NOTICE.

In Accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907 of FOUR DOLLARS per Share.

Dividend Warrant may be obtained on application at the Office of the Company on and after FRIDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd instant to 1st proximo, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Agents.

Hongkong, 23rd July, 1907. 1260

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SECOND ORDINARY HALF-YEARLY MEETING

OF SHAREHOLDERS will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 13th August at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend; confirming the appointment of Directors; and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st July to 13th August, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE, Secretary.

Hongkong, 22nd July, 1907. 1245

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that

the Certificate No. N.S. 42°0, dated

Hongkong 9th July, 1903 for Ten Shares of

this Bank numbered 14,821 to 14,832 inclusive

registered in the name of CHENG PO CHO

has been LOST or STOLEN, and should

this Certificate not be produced to the Bank

before the 13th day of August, 1907, a

New Certificate for the shares will be issued,

and the aforesaid Certificate No. N.S. 4,250

will be therefor treated by this Corporation

as Null and Void.

By Order of the Court of Directors,

J. E. M. SMITH, Chief Manager.

Hongkong, 13th July, 1907. 1210

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY

MEETING of Shareholders will be held

in the Offices of the Company, Queen's Building,

Connaught Road, on MONDAY, 19th

August, at 12 o'clock, Noon, for the purpose

of receiving the Report of the Directors and

the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th

August, both days inclusive.

By Order of the Board of Directors,

THOS. I. BOSE, Secretary.

Hongkong, 30th July, 1907. 1260

THE H.A.L. Steamship

Having arrived Consignees of Goods are hereby requested to send in their Bills of Lading for countersignature

by the Undersigned, and to take immediate

delivery of their goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before TUESDAY.

Any cargo impeding her discharge will be

landed into the hazardous and/or extra

hazardous Godowns of the Hongkong and

INTIMATIONS.

S. MOUTRIE & CO., LTD.

PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

FOR

RACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOOFF & HOOFF,
HOPKINSON, KOCH & KOR-
SELT.

PRICES FROM \$400.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the
GRAMOPHONE AND TYPEWRITER
CO., LTD.

S. MOUTRIE & CO., LTD.
York Building, Chater Road.

Hongkong, 13th April, 1907. 38-1

WANTED.

CHINESE Speaking Foreigner. Must be
Smart and Reliable. State age, ex-
perience, Nationality and Salary.
"INTERPRETER"
Care of "Daily Press" Office.
Hongkong, 30th July, 1907. 1275

NOTICE.

We beg to inform the Public that we are
selling

TINTO... at \$3.75 per dozen.

BRANCO... at \$4.75

through MESSRS. H. RUTTONJEE & SON,
Hongkong, who will also supply you with our
Price List for choicest Portuguese Wines.

FRANCISCO DOS SANTOS FERREIRA & CIA.
Macau, 26th July, 1907. 1266

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an Infantry
Company with a Detachment of
Cyclists. All who are desirous of joining
are requested to apply personally at the
VOLUNTEER HEADQUARTERS, morning or
afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1285

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED
have always in stock a supply of the
above in all sizes. Prices may be obtained on
application.

Hongkong, 26th July, 1907. 1288

COGNAC.

MESRS. JEEBLEHOY & CO., 25,
Hollywood Road, beg to inform their
Customers and the General Public that they
now have on Sale the following brands of
COGNAC which are patronised by coun-
suls throughout Indo-China:

Per case 1 doz. bottles.

BOUTILLIER, G. BRIAND & Co's \$25.00
FELT TILLAG & Co's 16.50
GEORGE ROZEAC & Co's 14.50
Hongkong, 1st July, 1907. 1152

KUNG YIK GODOWNS. 盈公

NOTICE IS HEREBY GIVEN that the
Godowns, Nos. 171 to 178, SHAIK
TONG TSUI, Praya West on (M. Lot Nos.
204 to 205), formerly known as the Po On
Godowns—the lease for which having
expired—have been taken possession of by the
Landlords, and business will be here-
after conducted under the name of the
KUNG YIK GODOWNS. The owners
are prepared to accept goods on storage at
very moderate rates and avail of the
opportunity to give notice that loans at
most favourable rates of interest may be
obtained from the Undersigned against
goods stored in the KUNG YIK GODOWNS.

The KUNG YIK GODOWNS, Agents, The
SAM WANG LAND INVESTMENT LOAN
AND AGENCY COMPANY, LTD.

SAM WANG & CO., LTD.

TELEPHONE: No. 321.

ADDRESS: 81, Queen's Road Central.

Ü YUK CHI,

Managing Director.

Hongkong, 3rd July, 1907. 1167

FRENCH LESSONS.

FRENCH TAUGHT entirely by Con-
versation and without translation by a
Frenchman (a Teacher in Government Schools)
and ENGLISH LESSONS by an English
Lady.

Apply by letter to B. R.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 1918

KEATING'S

WORM

TABLETS.

A purely Veg-
etable Sweet-
meat, differing
in a most agreeable
manner from the
certain Remedy
for Internal or
External Worms.
It is perfectly
safe and mild,
especially suitable
for Children.
Sold in Bottles
by all Druggists

Proprietor, THOMAS KEATING, London.

55

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1906
£17,637,119.

1. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL 687,500 9 8
II. FIRE FUNDS 3,886,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & CO.
Hongkong, 13th August 1906. 29

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

FOR SALE

FOR SALE

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY Situate at
CANYON near the Hongkong, Canton and
Macao Steamboat Company's Wharf and facing
the river. The lots contain by measurement
50 "change" or thereabouts. Title Deeds can
be seen at the Office of the Undersigned.

For further particulars apply to
GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF
USED POSTAGE STAMPS
IN PACKETS.

ASiATIC STAMPS. MIXED STAMPS.
100 for \$0.50 500 for \$3.00
150 " 1000 " 10.00
200 " 1500 " 25.00
230 " 2000 " 35.00
275 " 3000 " 55.00

Also Stamps in bags, sets, &c. &c.
ARTISTIC PICTORIAL POSTCARDS
& all other Philatelic Goods. Inspection invited.
GRACA & CO.,
1145
Hongkong Hotel Corridor.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account
Sales rendered and settlement effected
promptly. No. 84, Queen's Road
Central, Hongkong.

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DAILY PRESS' OFFICE.
The only office in China having European
taught workers equal to Home
work.

IRON MERCHANTS.

BINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongery. Pig Iron and Foundry
Ooks Importers. General Store-
keepers and Commission Agents,
35 & 37, Hing Loong Street,
(1st Street West of Central
Market.) Telephone No. 515.

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M. MUMNEY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.

Good Panorama Views of Hongkong,
recently taken, on sale.

PRINTING.

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

TYPEWRITERS.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.
1st of the Hongkong Typewriting
Bureau, 84, Queen's Road Central
(First-floor).

DR. M. H. CHAUN.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 505

SIEN TING.

SURGEON DENTIST,
NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Commission Free.
Hongkong, 21st September, 1905. 491

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
W.M. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

MAIL TABLES
FOR 1907.

Shows the dates of departure of the Mails
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.
Hongkong, 26th January, 1907.

JOHN WHITE'S HALF-YEARLY
SHIPPING REVIEW.

23a, Great St. Helen's, London, E.C., 1st
July, 1907.

It was an old saying, but never more true
than of late, that the metal market is a reliable
barometer of trade. During the past two years
this market has been advancing, and trade in
all parts of the world has exceeded all previous
records. This enormous trade has only been
possible by the means of transit supplied by
shipping, but it is unfortunately the fact that
shipping has been the industry that has least
benefited by this activity. This practical lesson
ought to impress itself upon shipowners, who
appear to have been slow to realise the fact that
over supply of tonnage and want of cohesion in
fixing freight have prevented their reaping
the benefit they should have derived from the
great volume of trade that has been passing.

The year commenced with shipbuilders better
employed than they are today, there have been
few orders given during the past six months
for ordinary cargo steamers. The high price
of material causes builders to require prices on
contracts that owners of cargo steamers cannot
follow. It will take long to approach equalising
supply and demand in tonnage, but the cessation
of orders is all in the right direction. The
Contracts of the half-year have been mostly for
regular liners, specialities such as oil carriers and
important orders from foreign liner owners.

The liner is now encroaching so much into the
tramp steamer's trade, by taking cargo from
several ports more than the port of discharge,
that the addition of such tonnage cannot now
be viewed in the same light as in the past, but
is becoming a serious competition in market
freights.

It is not very useful for comparison to give
the half-year details of production, tonnage
building, etc., as such are to a great extent
carrying forward of orders given in the
previous year. Such statistics are therefore
deferred to my report issued at the beginning of
the New Year.

Prices of ready steamers, new and second-hand,
are practically the same as at the end of last year.
The poor rates of freight current, increased
cost of coal, high wages of seamen and of
labour discourage buyers and make sales more
difficult.

Steel ship plates are now £7 10s per ton,
which was the price at the end of last year,
although in January a little more was demanded.
Probably the market is a little firmer to-day
than it was in December last. The high price
does not arise from shipbuilding orders but from
the demand from abroad, especially America,
and also from raw material in consequence
of the active trade in railway and building plant.

Coal has been high throughout the half-year,
best steam coal in Wales touched 26d. in Fe-
bruary, and is now 19d., and in the Tyne has
advanced from 12d. 6d. in January to 14s. 6d.
now current. The prices of coal are high also
in New South Wales, India and all former
colonies, and exceptionally high on the West
Coast of America.

Labour troubles have been numerous more
especially abroad since the commencement of
the year continuing the bad record of the
previous year. Strikes provide undesired's employment
for steamers by causing delay in
loading and discharging although minimising
the over supply of tonnage, but the injury to
trade generally and to the workmen them-
selves is insalable. There have been strikes
of labourers at New York, which, it is stated,
caused some of the regular liners to have to
bring cargo back to England and the Coast-
land, being unable to discharge such in time
for the steamers to sail on their advertised
dates. This strike after many weeks ended as
usual in the man returning to work on the
old terms. Strikes of officers and seamen of
German steamers, of workmen in German
shipbuilding yards, of stevedores in Hamburg,
the latter necessitated men to be sent
from England—of seamen in French ships
and also Italian steamers—Dock labourers at
Trieste and Rotterdam—Coal labourers at
Port Said—Waiters and other labourers in South
America. At home the Engineers' demand
for an increase in wages appears likely to be
withdrawn. It is to be hoped for the men
they will be content with their present
good earnings, for it seems impossible for
employers in the present state of trade and
the very moderate prospect of new orders to
concede and increase.

Combinations continue to extend amongst
shipbuilding and shipowning concerns. The
combining of interest of Messrs. Harland and
Wolff, Limited, of Belfast, and Messrs. John
Brown and Co., Limited, of Clydebank and
Sheffield, etc., will doubtless be comprehen-
sive of every feature of complete shipbuilding,
either of merchant ships or armoured warships.

In shipowning, combinations have been made by
owners of British liner tonnage, and the same
has been adopted amongst German Companies
and by American Companies principally engaged
in local services.

Since the commencement of the year the
freight war between British Companies and a
German Company trading with India has
terminated. During the half year a Shipping
Conference between the representatives of the
United Kingdom, Australia and New Zealand
has been held in London, and so far as can be
judged, does not appear to have resulted in any
arrangement that will make the Colonial trade
more attractive to British shipowners. At this
Conference one of the Colonial representatives
and our Chancellor of the Exchequer suggested
the removing or the reducing of Suez Canal
duties to be an object worth aiming at. This
question should certainly be aimed at very
straight, the dues being such a heavy burden.

In my report of 1st January, 1906, the following
remarks are made on this question: "It is an
international question that deserves attention,
whether such a highway having repaid its cost
with liberal interest, should continue to be a
Joint Stock 25 per cent. profit-sharing enter-
prise or follow the rule with all highways,
and become free of toll, subject to provision for
expenses of upkeep."

The half-year has witnessed the passing by
our Parliament of an Act to include Seamen
under the Workmen's Compensation Act entail-
ing an additional heavy charge on British vessels,
and thus increasing the disadvantage our ships
under as compared with foreign vessels.

Increased expense of working our ships has
also been added by an amendment of the Merchant
Shipping Act, involving fastidious' burdens in
regard to provisioning of crews.

Freights. The half-year opened better than
it closed, and outward rates have advanced in
consequence mainly of the decrease in homeward
rates and also influenced by great delays in
discharging abroad. Detention has arisen at
our coal ports by the facilities for loading being
inadequate for the much greater length of
modern steamers. With the exception of a rapid
rise in freights from River Plate at the end of
January, which appeared to come as a great
surprise, and continued firm for two months
since which they have dropped to 12s. 6d. (up
river), there has not been any marked or special
feature. Eastern homeward rates have been
the most consistent, improving a little the first
three months, and are now about the same
as at the end of last year when they were
considered fair, but increased cost of coal is
a serious item on these voy

SHIPPING.

ARRIVALS.

CHINTE, British steamer, 1,450, W. B. Brown, 30th July. Yokohama via Kobe and Kuchiroku, 26th July. General—Butterfield & Swire.
EAST, Norwegian str., 30th July—Canton.
HANSBORG, German str., 4,073, M. Filler, 30th July—Hamburg, 20th June. General—Hamburg-Amerika Line.
HAITAN, British str., 1,183, J. S. Ranch, 30th July—Coast Ports, 19th July. General—Douglas Lopak & Co.
HIROSHIMA MARU, Japanese str., 8,035, H. Moller, 30th July—Singapore 24th July. General—Nippon Yusen Kaisha.
HONGKONG, French str., 739, E. Carel, 30th July—Haiphong and Hoihow 29th July. Rice, General and Pigs—A. R. Marti.
KELLOGG, British str., 285, E. Finlayson, 30th July—Cebu & Iloilo 26th July. Sugar—Battaford & Swire.
MATHILDE, German str., 821, N. Schneemann, 30th July—Swatow 29th July. General—Jensen & Co.
NIKKAI MARU, Japanese str., 1,014, W. Nakagawa, 28th July—Hongkong 26th July. Coal—A. Bunn.
PROFESSOR, Norwegian str., 1,025, Kaldorup, 29th July—Bangkok 23rd July. Rice and Timber—Asgaard, Thorsen & Co.
R. LUDVIGSEN, German str., 6,288, H. Kitchener, 29th July—Hamburg 26th June and Singapore 25th July. Mails and General—Molchers & Co.
SEIKO MARU, Japanese str., 928, G. Nakao, 30th July—Foochow 27th July—Osaka Shosen Kaisha.
SKRENTAD, Norwegian str., 860, O. Hanssen, 20th July—Saigon 26th July. Rice and Flew—Asgaard, Thorsen & Co.
TAISHUN, Chinese str., 30th July—Canton.
VERONA, German str., 3,510, II. Dobronz, 29th July—Shanghai 26th July. General—Carlwick & Co.
ZAFIRO, British str., 1,618 A. Fraser, 30th July—Manila 27th July. General—Shaw, Tomes & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE
30th July.

Hugh, British str., for Hoihow.
Matcham, British str., for Singapore.
Nikai Maru, Japanese str., for Canton.
Secto, German str., for Saigon.
Tayman, British str., for Yokohama.
Triumph, German str., for Haiphong.

DEPARTURES

30th July.
BORNEO, German str., for Kudat.
CHONTAL, German str., for Swatow.
HAIKAN, French str., for Hekou.
HYMPAL, Norwegian str., for Saigon.
KANG HING, Chinese str., for Haiphong.
LANDRAT SCHIEFFE, German str., for Canton.
LUBITSCHEN, British str., for Singapore.
MARIE-LUCILLE, German str., for Shanghai.
MICHAEL JESSEN, German str., for Canton.
P. R. LUDVIGSEN, German str., for Shanghai.
SIGNAL, German str., for Swatow.
TAMING, British str., for Manila.
WIK, German str., for Shanghai.

SHIPPING REPORTS

The French str. *Hongkong* reports: Fine weather light Northerly breeze.
The British str. *Chingay* reports: Light winds, fine clear weather throughout.
The British str. *Kaitong* reports: Fine weather with moderate and light S. W. and Southerly winds, throughout.

VESSELS IN DOCK

July 30th.
AKADEEM DOCKS.—
KOWLOON DOCKS—*Vigilante*, *Local*, *Chingay*, *GEOGRAPHICAL DOCKS*—*Anthony*.

VESSELS ON THE BERTH

DAMPF-SCHIFFS-RIEDERER UNION ACTIEN-GESELLSCHAFT

FOR NEW YORK.
With Liberty to Call at the Malabar Coast.

THE Steamship

"VERONA,"
Captain Dobronz, will be despatched for the above Port on or about the 29th July, 1907.
For Freight, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 30th July, 1907. 1188

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"
Captain J. S. Ranch, will be despatched for the above Port on or about the 29th July, 1907.

For Freight, apply to

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 29th July, 1907. 1271

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Services between Hongkong and CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama) With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail
"GLENFARG" ... 3,600 Mid. of Aug.
"SANATO MARU" ... 6,100 End of Sept.
Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,
York Building.
Hongkong, 30th July, 1907. 10

SOUTH AFRICAN LINE.

For DURBAN.

THE Steamship

"HELIOPOLIS,"
Captain Martin, will be despatched for the above Port, on or about TUESDAY, the 29th August.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 25th July 1907. 1253

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 10th Aug., at Noon.
MARSEILLE, LONDON & ANTWERP	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 31st inst.
MARSEILLE, &c., VIA PORTS OF CALL	FRANCIA	Front str.	—	Mouton	MESSAGERIES MARITIMES	On 6th Aug., at 1 P.M.
COPENHAGEN & ST. PETERSBURG	TONKIN	Dan. str.	—	—	MELCHERS & CO.	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	SOTRUDNIK	Gor. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 29th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Gor. str.	k. w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 17th September.
HAVRE & HAMBURG VIA STRAITS, &c.	FLAVONIA	Gor. str.	k. w.	C. Woltemans	MELCHERS & CO.	To-day, at 6 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ LUDWIG	Gor. str.	k. w.	von Döhren	HAMBURG-AMERIKA LINIE	On 7th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Gor. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 26th September.
HAVRE & HAMBURG VIA STRAITS, &c.	HAMBURG	Gor. str.	k. w.	A. Bialffer	SANDER, WIEDEK & CO.	About 31st August.
HAVRE & HAMBURG VIA STRAITS, &c.	ELIOPOULIS	Aus. str.	k. w.	McDonald	GIBB, LIVINGSTON & CO.	About 15th August.
HAVRE & HAMBURG VIA STRAITS, &c.	VELONA	Brit. str.	—	Dobronz	ARNHOLD, KARBERG & CO.	About 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ABELLOUR	Aus. str.	—	—	CARLOWITZ & CO.	On 23rd August.
HAVRE & HAMBURG VIA STRAITS, &c.	SATsuma	Brit. str.	—	—	DODWELL & CO., LTD.	On 7th September.
HAVRE & HAMBURG VIA STRAITS, &c.	GHAZLE	Brit. str.	—	—	—	On 14th September.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 1st Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 14th Aug., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LTD.	On 15th August.
HAVRE & HAMBURG VIA STRAITS, &c.	GLENNFARO	Am. str.	—	—	—	Middle of August.
HAVRE & HAMBURG VIA STRAITS, &c.	CHINGTU	Am. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ WALDEMAR	Dan. str.	—	W. von Sender	MELCHERS & CO.	On 15th Aug., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	TJILIWUNG	Brit. str.	—	J. S. Payne	JARDINE, MATHESON & CO. LTD.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	CHONGMING	Brit. str.	—	—	JARDINE, MATHESON & CO. LTD.	On 8th Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KOWICCON	Brit. str.	—	—	JARDINE, MATHESON & CO. LTD.	On 2nd August.
HAVRE & HAMBURG VIA STRAITS, &c.	KWONGSAM	Brit. str.	k. w.	W. P. Baker	HAMBURG-AMERIKA LINIE	To-morrow, at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	HAMBURG	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 26th August.
HAVRE & HAMBURG VIA STRAITS, &c.	FOOKSANG	Brit. str.	—	W. E. Sawyer	BUTTERFIELD & SWIRE	On 2nd Aug., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	PAIMA	Brit. str.	—	G. W. Cockman, R.N.R.	JARDINE, MATHESON & CO. LTD.	About 2nd August.
HAVRE & HAMBURG VIA STRAITS, &c.	POLYNESIA	Fr. str.	—	P. & O. S. N. CO.	P. & O. S. N. CO.	About 5th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SHOSHU MARU	Jap. str.	—	G. H. C. Weston, R.N.R.	MELCHERS & CO.	Middle of August.
HAVRE & HAMBURG VIA STRAITS, &c.	FOTRUDNIK	Dan. str.	k. w.	Wunderberg	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Brit. str.	—	T. W. Pickard	MELCHERS & CO.	End of August.
HAVRE & HAMBURG VIA STRAITS, &c.	TRANQUEBAR	Brit. str.	—	I. Itō	OSAKA SHOSEN KAISHA	On 2nd Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KASHING	Brit. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 7th Aug., at 9 A.M.
HAVRE & HAMBURG VIA STRAITS, &c.	FUKUSHU MARU	Jap. str.	—	J. S. Roach	OSAKA SHOSEN KAISHA	On 14th Aug., at 10 A.M.
HAVRE & HAMBURG VIA STRAITS, &c.	DAIJIN MARU	Jap. str.	—	G. Hooker	BUTTERFIELD & SWIRE	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	HAITAN	Brit. str.	2 h.	H. A. Wavell	BUTTERFIELD & SWIRE	Today, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	KUEICHOEN	Brit. str.	—	W. Lloyd Jones	BUTTERFIELD & SWIRE	On 2nd Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	SWATOW & SHANGHAI	Brit. str.	—	G. Nakao	OSAKA SHOSEN KAISHA	On 6th Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	SWATOW & SHANGHAI	Brit. str.	—	A. Sommerville	JARDINE, MATHESON & CO. LTD.	On 10th Aug., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	FOOCHOW VIA SWATOW & AMOY	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	On 3rd Aug., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	FOOCHOW	Brit. str.	—	Fitzroy	JARDINE, MATHESON & CO. LTD.	On 3rd Aug., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	HOIHOW, PAKHOI & HAIPHONG	Brit. str.	—	Bradley	JARDINE, MATHESON & CO. LTD.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	—	H. Koops	JARDINE, MATHESON & CO. LTD.	On 3rd Aug., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	—	Rose Corr	JARDINE, MATHESON & CO. LTD.	On 3rd Aug., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	ZAFIRO	Brit. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	RUBI	Brit. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	ONSANG	Brit. str.	—	—	—	—

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS TO BALE

SHANGHAI VIA SWATOW "KWONGSAM" Thursday, 1st Aug., 4 P.M.
FOOCHOW Friday, 2nd Aug., NOON.
SHANGHAI, YOKOI AMA, KOBE & MOJI "FOOK SAN" Friday, 2nd Aug., 3 P.M.
MANILA "LONGBANG" Friday, 2nd Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 3rd

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON, and ANTWERP	NYANZA	About 31st July	Freight and Passage.
SHANGHAI, NAGASAKI, MOJI, KOBE & YOKOHAMA	PALMA	About 2nd August	Freight only.
SHANGHAI	MARMORA	About 8th August	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 10th August	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 31st July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"KUEICHOW"	On 31st July, NOON.
SWATOW and SHANGHAI	"YOCHOW"	On 2nd Aug., 4 P.M.
NINGPO and SHANGHAI	"KASHING"	On 2nd Aug., 4 P.M.
CEBU and ILOIO	"KAIFONG"	On 3rd Aug., 4 P.M.
MANILA, ZAMBANGAL PORT, DAIWAN, THURSDAY ISLAND, COK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 3rd August, 4 P.M.
HOIHOW, PAKHOT and HAIPHONG	"SINGAN"	On 4th Aug., Daylight
MANILA	"TEAN"	On 6th Aug., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 6th Aug., 4 P.M.
SWATOW, AMOY & SHANGHAI	"ICHANG"	On 7th Aug., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE, AGENTS. 11

**NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG"	Wednesday 31st Aug., 6 P.M.
MANILA, SAMARAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 15th Aug., at Noon.
For further Particulars, apply to	Capt. W. von SENDEN	

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 31st July, 1907.

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR THE CO'S SS.

LEAVING

FOOCHOW via SWATOW ("SEIKO MARU")	THURSDAY, 1st Aug., at 10 A.M.
TAMSUI via SWATOW ("DALIN MARU")	SUNDAY, 4th Aug., at 10 A.M.
AMOY	TUESDAY, 6th Aug., at 10 A.M.
SHANGHAI via SWATOW ("SHOSHIU MARU")	TUESDAY, 6th Aug., at 10 A.M.
AMOY and FOOCHOW	WEDNESDAY, 7th Aug., at 9 A.M.
ANPING via SWATOW ("FUKUSHU MARU")	WEDNESDAY, 7th Aug., at 9 A.M.
AMOY	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

Second Floor, No. 1, Queen's Buildings.

Hongkong, 31st July, 1907.

F. ARIMA, Manager. 14

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPIRE LINE," saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

Tons LEAVE HONGKONG ARRIVE VANCOUVER

"EMPEROR OF INDIA" 6,000	THURSDAY, 1st Aug., 19th August
"MONTEAGLE" 6,182	WEDNESDAY, 14th Aug., 7th Sept.
"EMPEROR OF JAPAN" 6,000	THURSDAY, 29th Aug., 16th Sept.
"TAHTAR" 4,425	WEDNESDAY, 14th Sept., 5th Oct.
"EMPEROR OF CHINA" 6,000	TUESDAY, 28th Sept., 14th Oct.
"ATHENIAN" 3,832	WEDNESDAY, 5th Oct., 2nd Nov.

"EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPIRE" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 291 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £20; via New York £22.

Intermediate on Steamers £20, £22.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Write, Route, Handbook, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAPAN	Second half of July	JAVA PORTS	First half of Aug.
TJILIWONG	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJIMAH	JAPAN	Second half of Aug.	JAVA PORTS	First half of Aug.
TJIBODAS	JAPAN	First half of Sept.	JAVA PORTS	Second half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJLATAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th July, 1907.

19

YORK BUILDINGS, 1ST FLOOR.

HONGKONG, 29th July, 1907.

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NOTICES TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "GHAZEE" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DOWELL & CO., LTD., Agents.

Hongkong, 25th July, 1907.

19

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"MARCELLUS."

Captain LOHRMANN, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any Cargo impeding his discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 31st July, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 25th July, 1907.

19

NOTICE TO CONSIGNEES.

THE Steamship

"MONMOUTHSIRE."

Capt. G. E. Warner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 31st July, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 25th July, 1907.

19

NOTICE TO CONSIGNEES.

POST OFFICE NOTICE

The *Polynesian*, with the French mail of the 5th July, left Singapore on Monday, the 29th instant, at 8 a.m., and may be expected here on or about Monday the 5th August. This packet brings reply to letters despatched from Hongkong on the 1st June.

FOR

PER

DATE

Quang Chow Wan, Hoibow, Pakhoi and Haikou	Hue	Wednesday, 31st, 9:00 A.M.
Shanghai, Kobe and Yokohama	Habburg	Wednesday, 31st, 9:00 A.M.
Saigon	Taiwan	Wednesday, 31st, 10:00 A.M.
Swatow	Taiwan	Wednesday, 31st, 11:00 A.M.
Singapore, Colombo and Bombay	Yeloufu Maru	Wednesday, 31st, 11:00 A.M.
Swatow, Chefoo and Tientsin	Kwai-chow	Wednesday, 31st, 11:00 A.M.
Shanghai, Moji and Kobe	Hiroshima Maru	Wednesday, 31st, 11:00 A.M.
Macao	Sui Tai	Wednesday, 31st, 1:15 P.M.
Tsingtao and Nanchang	Dagzi	Wednesday, 31st, 3:00 P.M.
Saigon	Iwakishima Maru	Wednesday, 31st,

EUROPE, ASIA, INDIA AND TROPICALIA

PRINCE OF INDIA

Saigon	Togoshi
Hokow, Tonkin and Quinhon	Mathilde

Hainan	Hongkong
Swatow, Amoy and Foochow	Seiko Maru
Shanghai, Nagasaki, Kobe, Yokohama and Seattle	Minnesota
Swatow, Amoy and Fouchow	Swatow
Macao	Sui Tai
Swatow and Shanghai	Kwangtung

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)
(Supplementary mail on board up to the time fixed for departure of the mail). Extra Postage 10 cents.

EXPRESS OF INDIA

Fuchow	Hongkong
Macao	Seiko Maru
Shanghai, Yankhama, Kobe, and Moji	Minnesota
Manila	Swatow
Ningpo and Shanghai	Swatow
Swatow and Shanghai	Kwangtung
Batavia, Cheribon, Samarang, Soerabaya and Macassar	Tjikiai

LYSEN'S "STAR BRAND"
FINEST DUTCH CHEESE.

UNSURPASSED IN QUALITY.

TO BE HAD AT ALL THE STORES IN THE COLONY.

WHOLESALE AND RETAIL.

Sole Agents—

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

Hongkong, 29th July, 1907.

40

MERCHANT STEAMERS.

The str. *Koito* left Moji on 26th July at 7 p.m., and may be expected here to-day a.m.

The P. & O. str. *Palma* left Singapore for this port on the 27th July at 1 p.m.

The N.Y.K. str. *Kusano Maru* (Australian Line) left Thursday Island for this port via Manila on the 25th July, and is expected here on the 3rd August a.m.

The Danish str. *Tranquebar* left Port Said, and may be expected here on or about the 17th August.

The str. *Indredell* left New York on 26th June, and is due here on or about 20th August.

OPIUM: July 30th.

Quotations are:

Malwa New	... \$810 per picul.
Malwa Old	... \$880 "
Malwa Older	... \$900 "
Malwa V. Old	... \$949 "
Persian fine quality	... \$860
Persian extra fine	... \$700
Patna New	... \$8174 per chest.
Patna Old	... —
Benares New	... \$9124
Benares Old	... —

ON PARIS—	Bank Bills, on demand	181
Credits, at 4 months' sight	284	
ON GERMANY—	on demand	224
Credits, at 4 months' sight	284	
ON NEW YORK—	Bank Bills, on demand	544
Credits, at 60 days' sight	554	
ON BOMBAY—	Telegraphic Transfer	1604
Credit, on demand	167	
ON CALCUTTA—	Telegraphic Transfer	1604
Bank, on demand	167	
ON SHANGHAI—	Bank, at sight	73
Private, 30 days' sight	704	
ON YOKOHAMA—	On demand	169
ON MANILA—	On demand	169
ON SINGAPORE—	On demand	5 p.m.
On BATAVIA—	On demand	1344
On HAIKOU—	On demand	4 p.m.
ON SAIGON—	On demand	1 p.m.
ON BANGKOK—	On demand	674
NOVEMBER. Bank's Buying Rate	\$4.36	
GOLD LYAT, 100 fine, per tael	347.30	
BAR SILVER, per oz.	3142	

SUBSIDARY COINS.

per cent.

China—20 cents pieces.... \$845 discount.

Hongkong 22 " " 8.20 "

10 " " 8.35 "

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. str. *Polyphemus* with the next French Mail, left Singapore on 29th July at 8 a.m. for this port.

THE INDIAN MAIL.

The Indo-China str. *Laisang* from Calcutta and the Straits left Singapore for this port on 28th July at 7 a.m.

THE AMERICAN MAIL.

The O. & O. str. *Korea* sailed from Yokohama on 28th July, and is due here on 5th August.

THE CANADIAN MAIL.

The C.P.R. str. *Tartar* left Vancouver p.m. on Thursday the 25th July for Hongkong via the usual ports of call.

THE FRENCH MAIL.

The Indo-China str. *Laisang* from Calcutta and the Straits left Singapore for this port on 28th July at 7 a.m.

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